

<b>ASOS PROGRAM MANAGEMENT COMMITTEE</b>
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**RECORD APMC 03-1 (FINAL)****May 13, 2003****1. CONVENED - 9:00 AM**

A meeting of the ASOS Program Management Committee (APMC) was convened by Chair Douglas Hess on May 13, 2003. The meeting was in Room 4246, Silver Spring Metro Center Building 2 (SSMC-2), National Weather Service Headquarters, Silver Spring, MD.

Members participating:

Chair	- Douglas Hess
DOC	- Tim Ross (for Rainer Dombrowsky)
	- Frank Kelly
DOD	- George Coleman, USAF (telecon)
	- Tim Kimbrell (telecon for Maj. Eric McBee)
DOT	- Ed Rigo (for Deborah Johnson)
	- David Whatley
ASOS PI	- Richard Ahlberg, Jr.
Ex. Sec.	- Lewis Kozlosky

Advisors and/or guests included: John Bradley, Jerald Dinges, Rob Ericson, Doug Gifford, Carol Hagey, Peggy Hoch, Steve Jenne, Susan Murphy, John VanKuren, and Al Wissman from DOC; Anthony Johnson, Jerry Kranz, and Giles Strickler from DOT and Jim Humphrey (DOD - Telecon).

**2. OPENING REMARKS AND PREVIOUS MINUTES**

Mr. Hess recognized the members and alternates in attendance as indicated above.

The November 14, 2002, corrected minutes were approved as written.

### 3. ASOS CCB REPORT

The ASOS Configuration Control Board (ACCB) Request for Change (RC) Status Report was provided to members in their folders. Mr. Kozlosky summarized changes to the report since it was published. Mr. Ahlberg indicated that the Freezing Drizzle Algorithm RC is pending an ACCB Action Item to coordinate with the OFCM to determine if the FMH-1 will need updating.

### 4. NWS PRODUCT IMPROVEMENT (PI) STATUS BRIEFING

#### ACU Processor Upgrade:

Mr. Ahlberg summarized that the Processor Upgrade is a prerequisite to all other PI sensor deployments. He covered the software evolution for the Processor Upgrade; specifically that Version 2.7A-3 will be used for phased deployment, Version 2.7B-3 for the Ice Free Wind Operational Acceptance Test (OAT), and Version 2.7B-1 for the AWPAG OAT.

ADAS/ALDARS software troubleshooting uncovered various problems that have not yet been resolved. The problems have been identified and could be fixed in the near future.

The Processor Upgrade has been authorized for deployment to 829 sites. There is a hold on deployment to ADAS sites until problems are resolved. Eventually the upgrade will be deployed to all 883 ASOS sites.

Strategic efforts are also underway to accommodate continued development:

- Lint Warning Study, a detailed code evaluation, is planned for completion by the end of May;
- Self-Test Redesign Study, presently underway;
- Proper Hardware Access and ACU/DCP Communications Time Delay Removal are both to begin in mid-May.

The ASOS II Redesign Study is planned for 13 weeks, and should be concluded by the end of the summer of 2003.

#### Dew Point Sensor Replacement:

To date, 405 production dewpoint sensors have been delivered; 355 sites were approved for phased deployment, and 24 were installed and are operating. Based on latest budget information from the FAA, 178 FAA sensors are planned for FY03, and 300 sensors are planned for FY04.

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Ice Free Wind Sensor:

A 20-site OAT is underway and various sensor deficiencies are being worked. Overall performance has been excellent to date. A Deployment Readiness Review is scheduled for May 30, 2003. The NWS production is planned for FY03/04 and FAA production is planned for FY04/05.

Under the current contract, sensor acquisition could continue into 2006.

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All Weather Precipitation Accumulation Gauge (AWPAG):

Twenty four environmental qualification tests have been successfully completed. Test reports from the 16-site OAT are out for review. An order for the first 100 gauges has been initiated but has yet to be awarded.

Mr. Hess asked how NWS-owned sensors at FAA sites are being funded. Mr. Ahlberg replied that the issue is being evaluated.

Enhanced Precipitation Identifier:

The proposal evaluation has been completed and the contracts are to be awarded in May 2003.

Ceilometer Replacement:

Mr. Ahlberg stated that a requirement for increased altitude capability from the climate community is to be investigated. Mr. Kozlosky stated there is an open APMC Action Item to resolve the issue. Mr. Ross indicated that the source of the requirement may be the National Climatic Data Center, as well as non-Government organizations. He added that more information should be available by the end of May 2003.

Contract solicitation issuance is planned for October 2003, and contracts are anticipated in April 2004.

Mr. Coleman asked when the 25K algorithm will be approved. Mr. Gifford replied that it will take 3-6 months to define and test the algorithm. Mr. Kozlosky added that the 25K Ceilometer RC has been recommended for approval by the ACCB, and will be provided to the APMC for decision shortly. Mr. Ahlberg pointed out that the RC can be modified if the altitude requirement changes.

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Overall PI Funding:

Mr. Ahlberg summarized the breakdown of funding for the PI sensors. To date, the FAA has transferred \$442K to the NWS,

which results in a \$700K PI funding shortfall. As a result, some AWPAG and Dewpoint Sensor production is being deferred, and there is no FAA funding for the Ice Free Wind Sensor.

If there is a reduction in funding for the combined FY03/04 year amount, one or more contracts will no longer be viable. More information pertaining to FAA funding is discussed below in Item 5.

## 5. Continuing ASOS Program Funding by the FAA

Mr. Wissman provided an informational briefing on the projected FAA funding shortfall for FY03. Mr. Hess summarized that present funding projections are based primarily on a May 8, 2003, letter received from AOP-400.

The O&M budget shortfall is estimated to be about \$2.4M. Mr. Whatley stated that \$2.2-\$2.5M can be provided this year from the FAA, and FAA management is aware of the impacts of the deficit. Mr. Rigo indicated a re-prioritization of FAA funding requirements seems viable and should be performed.

Possible impacts to the Program include:

- Stoppage of procurements and funding other items totaling \$825K, which include roads and fences, site relocations, Requests for Change, Software Maintenance, and NCDC data collection.
- Stoppage of site specific expenditures totaling \$1.57M, which would shut down 570 sites upon failure, or turn off 380 sites for four months - June through September, 2003.

Mr. Wissman emphasized that these figures are estimates, and are only for planning purposes. NWS-sponsored sites would continue to be maintained. Turning off systems would also have impacts on PI initiatives, as well as require manual backup of systems. The FAA would have to prioritize which sites to shut down. Mr. VanKuren stated that budget impacts may begin as early as June or July 2003.

The following **Action** was assigned:

**APMC 03-1.1: Whatley/Johnson - Provide a decision on what options to implement in order to meet available FY03 and future FAA funding shortfalls. Due: 5/28/03**

## 6. ASOS SOFTWARE WORKING GROUP (ASWG) ACTIVITIES

Mr. Ross presented the ASWG report. The previous ASWG meeting was hosted by the Navy in Charleston, SC, in January.

- Version 2.8 is to be based in Ice Free Wind Sensor Load with AWPAG added (V2.7B-4) - work is to be started by Prism in June;
- Development time is estimated to be six months;
- The objectives of the June meeting are to check the progress of V2.7B-4, finalize the RC for V2.8, and continue evaluation of RCs for future loads.

## 7. SOFTWARE VULNERABILITY ALERTS

Mr. Wissman provided an information briefing proposed procedures for the coordination, implementation, and notification of Software Vulnerability Security Alerts.

Software Vulnerability Security Alerts are originated from the White House and sent down through the Departments. They may require short implementation schedules.

Software solutions to the alerts may potentially:

- Cause system failures if untested;
- Systems will be non-operational during software installation; and
- Logistic Supply Items may need upgrades.

The categories of alerts are:

- WARNING (Immediate security risk), Emergency RC required;
- WATCH (No immediate risk), Urgent RC required;
- SUMMARIES (Periodic review of low-risk vulnerabilities), RCs generated as required; and
- DEFERRED (Cannot be implemented or significant operational impacts).

Mr. Hess asked how DOD systems would be affected. Mr. Coleman replied that the DOD organizations with CM responsibility for the affected systems would handle the alerts.

## **8. INTERNET CONNECTIVITY**

Mr. Wissman summarized that the Internet Interface load is planned to be based on V2.7-B. There have been two Factory Acceptance Tests to date, the most recent (April 24) found one problem. A retest is pending.

Mr. Hess asked if funding is available. Mr Wissman replied that OAT funding has been allocated, and implementation will result in net savings.

## **9. ASOS OPERATIONS**

Mr. Wissman reported the status of ASOS monthly operations and maintenance. System Availability, Mean Time Between Failure, Mean Time Sensor Recovery, Maintenance Restoration statistics, Trouble Ticket data, and Percentage of Missed Observations were reported.

Mr. Wissman summarized that the ASOS is meeting about a 98% observation availability, restoration goals are significantly exceeded, and the data are within normal expectations.

Mr. Wissman pointed out that the expected FAA funding shortfall would result in the shut-off of systems beginning in July.

## **8. OTHER BUSINESS**

Mr. Kozlosky stated that he would send the briefing slides to the telecon participants after the meeting.

## **9. ACTION ITEMS**

**APMC 02-2.1: Ahlberg - Provide information on the Processor Upgrade contract so the Navy can determine a participation strategy. STATUS: NEW 7/16/02; PENDING Navy Decision 11/14/02; PENDING Navy Funding Transfer 5/13/03**

**APMC 02-3.1: Dombrowsky - Verify Operational Requirements for higher altitude-capable ceilometers with the Climate Community. NEW 11/14/02; PENDING Collection of Additional Information 5/13/03**

**APMC 02-3.2 Gifford - Provide status of the Update of FMH-1 Algorithm policy. NEW 11/14/02; REVISED 5/13/03, See APMC 02-3.2A**

APMC 02-3.2A Gifford - Provide FMH-1 Algorithm updates as software releases occur. REVISION (of APMC 02-3.2) 5/13/03

APMC 03-1.1: Whatley/Johnson - Provide a decision on what options to implement in order to meet available FY03 and future FAA funding shortfalls. Due: 5/28/03

**10. NEXT MEETING**

The proposed date for the next APMC is November 4, 2003. Time and location: 9:00 to 1:00, Room 4246 in Building SSMC2, National Weather Service Headquarters, Silver Spring, MD.
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**11. EXECUTIVE SESSION**

The Chair offered members the opportunity to convene an Executive Session. The committee members unanimously declined.

**12. ADJOURN** - The APMC adjourned at 11:45 a.m.